

Amesbury (DE-66) was laid down on 8 March 1943 at Hingham, Mass., by the Bethlehem-Hingham Shipyard; launched on 6 June 1943; sponsored by Mrs. Janet Kenney Amesbury, the widow of the late Lt. (jg) Amesbury; and commissioned on 31 August 1943, Lt. Comdr. Allen B. Adams, Jr., in command.

Upon the completion of her shakedown training at Bermuda and of post-shakedown availability at the Boston Navy Yard, *Amesbury* proceeded to Norfolk, Va., where, until 13 November, she served as a unit of the destroyer escort (DE) precommissioning training detail, used for the instruction of future DE sailors. One week later, on 20 November, *Amesbury* commenced operation with Task Force (TF) 69 on transatlantic convoy escort runs and later joined Task Group (TG) 21.9 in similar work. She operated in this capacity through the spring of 1943. During this time, she served as flagship for Commander, Escort Division 19, Comdr. H. W. Howe, on four round-trip voyages to Londonderry and Lishally, Ireland, and one to Greenock, Scotland. On 10 May 1944, *Amesbury's* captain "flew out" to ComCortDiv 19, relieving Comdr. Howe, and Lt. Comdr. Arthur B. Wilber, USNR, assumed command of the ship.

At Londonderry on 1 June 1944, *Amesbury* reported for duty with TF 124, TG 124.7 and, two days later, sailed to take part in the invasion of Normandy. Arriving in the assault area on 6 June, she took up her assigned area on a screen and fire support station in the "Mason Dixie" grid. During the next week on station, *Amesbury* took part in several antiaircraft actions against attacking German planes bedeviling the ships offshore.

Between air attacks and drifting mines, the work of the escorts was brisk. At 2112 on 11 June, *LST-496* struck a mine while proceeding in convoy through a channel to the assault area, and *Amesbury* hastened to her assistance. Three smaller craft arrived on the scene and were busily picking up survivors before the destroyer escort reached the tank landing ship's side. As soon as *PC-568* cleared *LST-496*, Lt. Comdr. Wilber skillfully maneuvered *Amesbury* alongside the stricken amphibious ship and moored her to remove the remainder of the *LST's* crew and embarked troops, summoning a doctor from *LCI-530* to treat the injured men taken on board.

Meanwhile, the tug *ATA-125* arrived on the scene and, with the assistance of *Amesbury's* sailors on board *LST-496*, secured a tow line to the crippled ship. However, a short time later, *LST-496*, barely underway, began to capsize to port. *Amesbury* promptly cut her lines and maneuvered to clear, the sailors she had put on board the doomed ship to handle the lines being ordered off. Lt. H. J. Riley, USNR, in charge of *Amesbury's* detail, made certain that all of his men were safely away before he jumped to safety. Ultimately, all of the destroyer escort's sailors were picked up, uninjured, but the ship they had attempted to salvage soon sank.

Amesbury returned to Plymouth, England, the next day, 12 June, and got underway for New York on the 13th. Resuming her duties with CortDiv 19, the ship made one round-trip voyage between New York and Ireland in July.

On 4 August, with the dissolution of CortDiv 19, *Amesbury* sailed for Panama as relief for *Clark* (DD-356). Diverted while en route, to Key West, Fla., *Amesbury* reported to Commander, TG 23.3 for temporary duty. From that time until 20 February 1945, the destroyer escort was assigned to the Fleet Sonar School squadron, operating daily from Key West within the limits of assigned operating areas in the Straits of Florida, in connection with training in antisubmarine warfare (ASW).

Amesbury arrived at the Philadelphia Navy Yard on 23 February, was redesignated APD-46 on that day, and remained there until 16 May 1945 while undergoing conversion to a high speed transport. *Amesbury* got underway from Norfolk for the west coast and, after proceeding via the Panama Canal, reached San Diego on 17 June. Following a brief visit to Hawaii, the ship returned from Pearl Harbor to the west coast to conduct sonar exercises with the West Coast Sonar School and gunnery and shakedown training with the San Diego Shakedown Group into mid-August, as the war ended in the Pacific.

With the 11 officers and 81 enlisted men of Underwater Demolition Team (UDT) 12 embarked, *Amesbury* sailed for Okinawa on 16 August. After tarrying briefly at Pearl Harbor and in the western Pacific en route, the ship arrived at Okinawa on 4 September. She sortied the next day as part of Task Unit (TU) 78.1.15 for Jinsen (now Inchon) Korea to support the unfolding occupation of that region. Remaining in the area until 15

September, *Amesbury* acted as screening vessel for the anchorage while UDT-12 conducted beach reconnaissance.

After a quick return to Okinawa, *Amesbury* proceeded to Tientsin, China, on 25 September, where she supported the landings at that north Chinese port. She departed Chinese waters on 4 October with a group of tank landing ships, bound for Okinawa. En route, she destroyed three mines, a derelict Chinese junk, and successfully rode out a typhoon.

Sailing for Guam on 22 October, *Amesbury* embarked 37 marines for passage back home and, in company with *Baldock* (APD-132), proceeded via Eniwetok and Pearl Harbor, on to the United States arriving at San Diego on 7 November. After embarking Army passengers, *Amesbury* sailed for the east coast on 7 December and reached Norfolk soon thereafter. After disembarking her passengers and discharging ammunition and other stores, she proceeded to Green Cove Springs, Fla., for lay-up in the Florida Group, 16th Fleet.

Decommissioned and placed in reserve on 3 July 1946, *Amesbury* never again performed active service. Stricken from the Naval Vessel Register on 1 June 1960, *Amesbury* was sold to Chet Alexander Marine Salvage of Key West, Fla., on 24 October 1962. She was subsequently scrapped.

Amesbury (DE-66) earned one battle star for her World War II service off the Normandy beachhead.

Amethyst

A clear purple or bluish-violet variety of quartz, considered by jewelers a semiprecious gem.

(PYc-3: t. 350; l. 146'9"; b. 23'6"; dph. 12'11"; dr. 11'; s. 14 k; cpl. 46; a. 1 3", 2 dct.)

Amethyst (PYc-3), formerly named *Samona II*, was a yacht built in 1931 by Craig Shipbuilding Co., Long Beach, Calif.; purchased by the Navy on 4 November 1940 from the estate of Willitts J. Hole, a prominent financier of Los Angeles, Calif.; converted for naval service by Craig Shipbuilding Co.; and commissioned on 27 February 1941, Lt. H. Reich in command.

The ship was assigned to the Inshore Patrol, 11th Naval District, and helped to patrol the entrance to Los Angeles harbor. After the United States entered the war, the yacht expanded her role to include escorting vessels and convoys as well as carrying local passenger traffic.

On 1 April 1943, *Amethyst* was attached to the Surface Task Group, Southern Section, San Pedro, Calif., and continued her patrol duties off the southern California coast through January 1944. She was decommissioned on 2 February 1944.

Placed back in commission on 19 April 1944 and manned by a Coast Guard crew, *Amethyst* reported to the Western Sea Frontier section base at Treasure Island, Calif. Through the end of 1945, the ship maintained plane guard station, collected weather data, and carried out antisubmarine and antiaircraft coastal patrols.

Amethyst was finally decommissioned at San Diego, Calif., on 27 February 1946. Her name was struck from the Navy list on 12 March. She was transferred on 11 September to the Maritime Commission for disposal. She was subsequently sold to Samuel K. Rindge of Los Angeles and resumed the name *Samona II* and served as a yacht. Purchased in the early 1950's by David P. Hamilton of Shreveport, La., she served him under the name *Pudlo* until sold in 1962 to Clarene Y. Martin of Houston, Tex., and renamed *Explorer*.

Amherst

Towns in Maine, Massachusetts, New Hampshire, Ohio, and Virginia, and a county in Virginia.

(PCER-853: dp. 903; l. 184'6"; b. 33'1"; dr. 9'5"; s. 15.7 k.; cpl. 99; a. 1 3", 2 40mm, 6 20mm, 2 dct., 2 dep.; cl. *PCER-489*)

PCER-853 was laid down on 16 November 1943 at Chicago, Ill., by the Pullman Standard Car Manufacturing Co.; launched on 18 March 1944; and commissioned at New Orleans on 16 June 1944, Lt. W. W. Boynton in command.

Following shakedown in waters off Miami and Key West, Fla., *PCER-853* proceeded via the Panama Canal to Hawaii. The ship reached Pearl Harbor on 14 September; was replenished there; and, shortly thereafter, got underway to join the 7th Fleet in the Admiralty Islands. En route, she stopped at Funafuti, Ellice Islands; and at Finschhafen, New Guinea, before anchoring in Seeadler Harbor, Manus Island. On 12 October, *PCER-853* got underway in the screen for the ships carrying invasion forces to Leyte.

She remained off Leyte through 22 November, screening various ships and providing rescue and firefighting services. Throughout this time, the Allied forces, including *PCER-853*, fought off numerous Japanese air attacks. At the risk of endangering her own safety, the patrol rescue escort many times pulled alongside burning ships to save sailors' lives; she also made trips to landing beaches to recover wounded for evacuation.

Following a brief replenishment trip to Seeadler Harbor, the small ship returned to the Philippines on 18 December to support the landing on Luzon at Lingayen scheduled for early in 1945. During the fighting, besides recovering casualties, *PCER-853* served in Lingayen Gulf as an antisubmarine picket ship. After screening a convoy from Lingayen Gulf to Leyte Gulf, she left the Philippine theater on 6 February 1945, bound for Ulithi.

Repairs to her generators were made at that atoll. On 21 March, the ship sailed with a transport group bound for the assault on the Ryukyus. They reached the Kerama Retto area in late March, and *PCER-853* soon began her job of receiving, treating, and transferring wounded. Her workload greatly increased due to the intensity of the fighting ashore on Okinawa and the success of kamikaze attacks against ships in Ryukyuan waters. She operated from Kerama Retto through 30 June, carrying shuttling wounded from Okinawa and its surrounding waters back to safety.

On the day, the ship joined a convoy bound, via Saipan, for Hawaii and reached Oahu on 19 July. Shortly after arriving at Pearl Harbor, *PCER-853* entered the navy yard there and was still undergoing overhaul when Japan capitulated. In September, the vessel steamed to the east coast of the United States and was placed in the Atlantic Reserve Fleet at Green Cove Springs, Fla.

In December 1947, *PCER-853* was ordered to Philadelphia to serve as a training vessel for Naval Reserve personnel in the 4th Naval District. The ship was placed back in an active status on 28 November 1950 and carried out training duty at Philadelphia for the next 10 years. On 15 February 1956, the ship was renamed *Amherst* (*PCER-853*).

The vessel got underway on 24 April 1960 to steam to Detroit, Mich. There, she was attached to the 9th Naval District and continued serving as a Naval Reserve training ship. *Amherst* spent the remainder of her career making training cruises throughout the Great Lakes and visiting various ports in Michigan, New York, Ohio, Illinois, Pennsylvania, Wisconsin, and Canada.

On 6 February 1970, *Amherst* was placed in an "out of service, special" status for a pre-transfer overhaul. Her name was struck from the Navy list on 3 June 1970, and the ship was transferred to the Republic of Vietnam. She served the Vietnamese Navy as *Van Kiep II* (HQ-14) as that nation fought to avert a communist takeover. When South Vietnam resistance crumbled, the ship escaped to the Philippines about 2 May 1975.

PCER-853 won two battle stars for her World War II service.

Amick

Eugene Earle Amick—born on 26 January 1919 at Boonville, Mo.—studied at the University of Kansas City and Rockhurst College before entering William Jewell College in 1937. After graduating from the latter in 1941, Amick enlisted in the Naval Reserve on 19 September 1941. Following preliminary training, he was appointed a midshipman on 13 February 1942 and entered the United States Naval Reserve Midshipman's School at Northwestern University. Upon his successful completion of the officers' candidate course there, he was commissioned ensign on 14 May 1942 and assigned to *Astoria* (CA-34).

Amick served in that cruiser during the early summer of 1942

as she prepared to participate in the first Allied thrust in the Pacific, the invasion of the Solomon Islands at Guadalcanal. He was killed on the second night after the original landings as Allied warships attempted to protect American beachheads in the Battle of Savo Island in the small hours of 9 August.

(DE-168: dp. 1,240; l. 306'; b. 36'7"; dr. 11'8"; s. 20.9 k.; cpl. 216; a. 3 3", 4 40mm., 10 20mm., 2 det. 8 dep.; cl. *Cannon*)

Amick (DE-168) was laid down on 30 November 1942 by the Federal Shipbuilding & Drydock Co., Newark, N.J.; launched on 27 May 1943; sponsored by Mrs. Mary R. Amick, widow of Ens. Amick; and commissioned at the New York Navy Yard on 26 July 1943, Lt. Comdr. Francis C. B. McCune in command.

Amick left the east coast early in September for shakedown training out of Bermuda. During this cruise, the ship was also engaged in operations testing defensive devices—then under development—which it was hoped would protect American ships against acoustic torpedoes.

In early November, *Amick* became a member of Task Force 62 and began duty as an escort for transatlantic convoys. The ship also acted as flagship for Escort Division (CortDiv) 15. From November 1943 through May 1945, she completed nine round-trip voyages across the Atlantic. These terminated in several different ports: Casablanca, Morocco; Gibraltar; Bizerte, Tunisia; Palermo, Sicily; and Oran, Algeria. Only one of her convoys was ever harassed by enemy forces. On 1 August 1944, German planes attacked the convoy while it was sailing in the Mediterranean off Cape Bengut, Algeria, but failed to damage any ship.

During her 18 months of wartime operations in the Atlantic, *Amick* entered either the New York or the Boston Navy Yard for short availabilities at the completion of each westward crossing. As a rule, she then proceeded to Casco Bay, Maine, or Montauk Point, N.Y., for training exercises before joining another convoy.

On 28 May 1945, *Amick* sailed from Boston with CortDiv 15, bound for the Pacific. They paused at Guantanamo Bay, Cuba, for one week of training and then proceeded to the Canal Zone. The destroyer escorts transited the Panama Canal on 10 June and sailed on to San Diego, Calif. From that port, *Amick* and her sister ships headed for the Hawaiian Islands and moored at Pearl Harbor on the 29th.

After a fortnight of exercises out of Pearl Harbor, CortDiv 15 got underway for Eniwetok. *Amick* sailed for the Mariana Islands and, at Saipan, reported to Task Unit (TU) 94.7.2 for duty. The destroyer escort completed one voyage to Okinawa and back before sailing for the Western Caroline Islands. On 15 August, while en route to Ulithi, she received word of Japan's capitulation.

Amick touched at Ulithi on the 16th; and, three days later, she reached Peleliu in the Palau Islands and joined TU 94.6.1. On 23 August, several Navy and Marine Corps officials embarked in *Amick* for passage to the northern Palau Islands. There, they held a series of conferences with Japanese officers which culminated on 1 September in the unconditional surrender of all Japanese forces in the northern Palaus, which was received by the Americans in the wardroom on board *Amick*.

On 3 November, *Amick* departed Peleliu, bound for the United States. She made brief stops at Saipan and Pearl Harbor before arriving back at San Diego on 22 November.

The destroyer escort was reassigned to the Atlantic Fleet on 1 December and, shortly thereafter, got underway for the east coast. She reached Jacksonville, Fla., on 3 January 1946 and entered a shipyard there for repairs. After this work was completed, she was assigned to CortDiv 12 and berthed at Green Cove Springs, Fla., to undergo preservation work prior to deactivation.

The warship remained semiactive at Green Cove Springs, serving as a receiving ship for sailors from other ships completing the inactivation process, until herself decommissioned on 16 May 1947. After eight years in reserve, *Amick* was loaned to Japan on 14 June 1955 under the terms of the Mutual Defense Assistance Program. She served in the Japanese Maritime Self-Defense Force as *Asahi* (DE-232) until returned to the Navy early in 1975. On 6 January 1975, she was reclassified a frigate and redesignated FF-168. Not long thereafter, she was determined to be unfit for further service, and her name was struck from the Navy list on 15 June 1975. She was sold to the Republic of the Philippines in September of 1976.

Ammen

Daniel Ammen was born in Brown County, Ohio, on 15 May 1820. He was appointed a midshipman on 7 July 1836 and later served with distinction during the Civil War. Ammen commanded *Seneca* at the Battle of Port Royal, S.C., on 7 November 1861; *Patapsco* in the attack on Fort McAlister and Fort Sumter in 1863; and *Mohican* in the bombardment of Fort Fisher in late 1864 and early 1865. Following the end of the fighting, he spent most of his remaining years of service in Washington, serving first as Chief of the Bureau of Yards and Docks and then as Chief of the Bureau of Navigation. He was promoted to rear admiral upon his retirement in 1878. After leaving active duty, he spent much of his time writing on naval subjects and published two books: the *Atlantic Coast* and *The Old Navy and The New*. Ammen died near Washington, D.C., on 11 July 1898, and was buried at Arlington National Cemetery.

I

(Destroyer No. 35: dp. 883; l. 293'10"; b. 26'10½"; dr. 8'4"; s. 30.48 k.; cpl. 83; a. 5 3", 6 18" tt.; cl. *Paulding*)

Ammen (Destroyer No. 35) was laid down on 29 March 1910 by the New York Ship Building Co., Camden, N.J.; launched on 20 September 1910; sponsored by Miss Ethel C. Andrews; and commissioned at Philadelphia on 23 May 1911, Lt. (jg.) Lloyd W. Townsend in command.

Following commissioning, *Ammen* was assigned to the Atlantic Fleet. She operated with the Torpedo Flotilla along the east coast. Upon the outbreak of World War I in Europe in 1914, *Ammen* began neutrality patrols and escort duty along the east coast. After the United States entered the conflict in April 1917, *Ammen* sailed for the Bahamas on a reconnaissance mission. When she returned to the United States, the destroyer entered the Philadelphia Navy Yard on 6 May to be fitted out for overseas service. *Ammen* was assigned to Division 9, Destroyer Force, and sailed on 18 June for St. Nazaire, France.

After the arrival of the convoy at St. Nazaire on 2 July, *Ammen* proceeded to Queenstown, Ireland, and was attached to American naval forces based there. The ship carried out convoy escort duty between Ireland and France, patrolled off the Irish coast for enemy submarines, and went to the aid of vessels in distress. *Ammen* returned to the United States in January 1919. She

made a cruise to the Gulf of Mexico before going out of commission at Philadelphia on 11 December 1919. The vessel was designated DD-35 on 17 July 1920. *Ammen* remained at Philadelphia until 28 April 1924, when she was transferred to the Coast Guard, in whose hands she was redesignated CG-8. *Ammen* was one of 20 destroyers that formed the Coast Guard Offshore Patrol Force, established to help suppress bootlegging.

On 22 May 1931, *Ammen* was returned to the Navy, but she performed no further active service. Her name was dropped on 1 July 1933, and thereafter she was referred to as DD-35. She was struck from the Navy list on 5 July 1934 and sold to Michael Flynn, Inc., Brooklyn, N.Y.

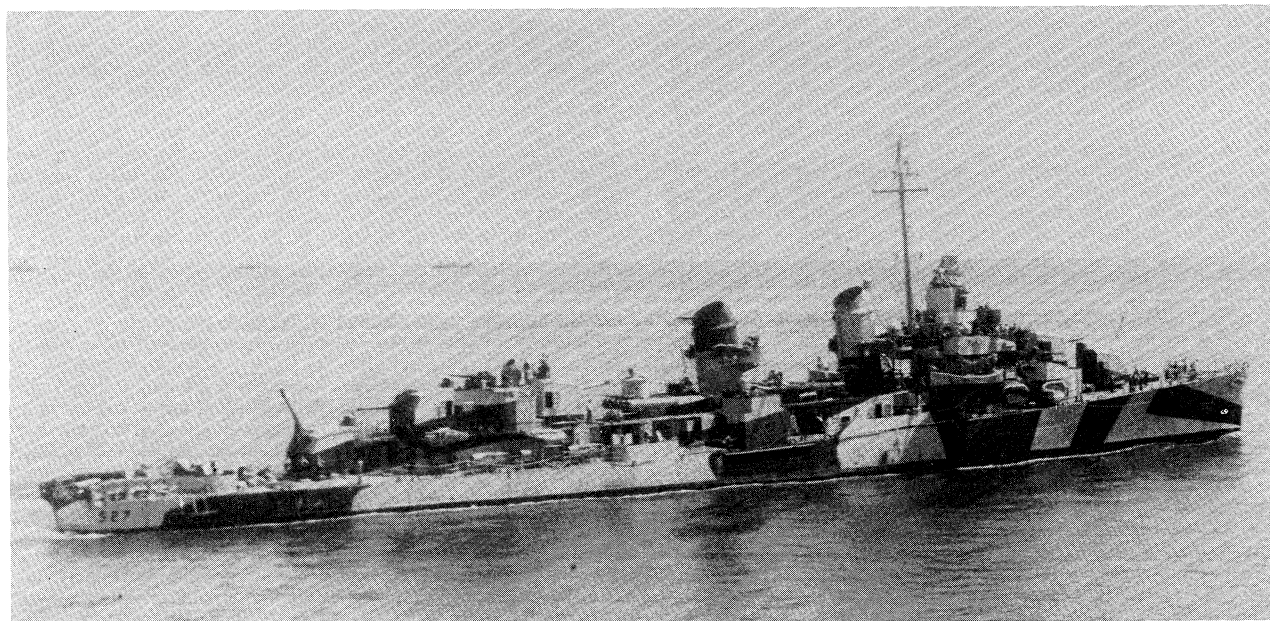
II

(DD-527: dp. 2,050; l. 376'5"; b. 39'7"; dr. 17'9"; s. 35.2 (tl.); cpl. 329; a. 5 5", 10 40mm., 7 20mm., 10 21" tt., 6 dep., 2 dct.; cl. *Fletcher*)

The second *Ammen* (DD-527) was laid down on 29 November 1941 at San Francisco, Calif., by the Bethlehem Steel Corp.; launched on 17 September 1942; sponsored by Miss Eva Ammen; and commissioned on 20 March 1943, Comdr. John C. Daniel in command.

Ammen put to sea on 30 March bound for San Diego where she completed her shakedown training. The destroyer departed San Diego on 20 April and arrived in San Pedro the following day. Two days later, she embarked upon a voyage to Alaskan waters as part of the screen for Task Force (TF) 51, built around *Pennsylvania* (BB-38). The task force arrived at Cold Bay, Alaska, on 1 May and, 10 days later, participated in the landings on Attu Island. During that operation, *Ammen*'s primary responsibility consisted of providing antisubmarine and antiaircraft protection for the ships of the invasion force. Since the air threat never materialized and the submarine menace proved almost as benign, she fired no shots at the enemy but struggled mightily against the inhospitable Aleutian climate.

At the conclusion of her part in the operation, *Ammen* headed back to California, arriving in San Diego on 31 May. The destroyer underwent two weeks of repairs at San Diego and then moved north to San Francisco where she resumed post-shakedown availability. On 11 July, she departed San Francisco in the screen of another convoy bound for Alaska. She escorted the convoy to a point about 900 miles from Adak where other



Ammen (DD-527) underway off Leyte, 20-24 October 1944, with what appears to be a column of medium landing ships (LSMs) in the background. (80-G-374964)

escorts took over the mission. *Ammen* returned to San Francisco on 21 July but remained there only eight days. On the 29th, the destroyer put to sea with another Alaska-bound convoy. She shepherded her charges into port at Adak on 5 August and began preparations for the occupation of Kiska. That operation proved to be a walkover for the simple reason that the Japanese had evacuated Kiska. The destroyer returned to Adak on 12 September and remained there until the 24th. She put to sea again on the 24th, made a brief stop back at Kiska on the 25th, and then headed on to Pearl Harbor. *Ammen* arrived at her destination on 2 October and spent the ensuing nine days practising gunnery, torpedo, and antisubmarine warfare (ASW) techniques. On 11 October, she departed Pearl Harbor in company with *Bush* (DD-529). The destroyer arrived back at Adak on 16 October and, for the next six weeks, patrolled in the Aleutian Islands.

On 26 November, *Ammen* left Adak bound for the southwestern Pacific. She made a five-day stop at Pearl Harbor before resuming her voyage on 9 December. Steaming by way of Funafuti in the Ellice Islands and Espiritu Santo in the New Hebrides, the warship arrived at Milne Bay, New Guinea, on 18 December. There, she became a unit of the 7th Fleet. For the next nine months, *Ammen* focused her energies on the series of operations that wrested control of the northern coast of New Guinea from the Japanese and isolated their big bases in the Bismark Archipelago at Rabaul on New Britain and Kavieng on New Ireland. Between late December 1943 and late January 1944, *Ammen* supported the Allied landings at Cape Gloucester on the western end of New Britain as an element of the Cruiser Bombardment Unit under Rear Admiral V.A.C. Crutchley VC, RN. In addition to providing antisubmarine and antiaircraft protection for the larger ships, she transported casualties from the battle ashore and conducted shore bombardments.

In February, the destroyer visited Sydney, Australia, returning to the New Guinea area at Milne Bay on the 22d. A week later, *Ammen* put to sea in the screen of an LST task unit, the first resupply echelon for the reconnaissance in force of Los Negros Island that burgeoned into the occupation of the Admiralty Islands. During the first half of March, *Ammen* busied herself providing gunfire support for the soldiers securing a hold on Los Negros and fighting off air attacks. Between 17 and 19 March, she joined *Beale* (DD-471), *Daly* (DD-519), *Hutchins* (DD-476), and *Mullany* (DD-528) in a fruitless antishipping sweep along the coast of New Guinea near enemy-held Wewak.

After several weeks of upkeep at Milne Bay and training exercises in that vicinity, *Ammen* put to sea once again on 18 April in company with Rear Admiral Crutchley's cruiser-destroyer force to support the next hop in the leapfrog along the northern coast of New Guinea—the Aitape-Hollandia invasion. During the assault at Tanamerah Bay, the destroyer provided antisubmarine and antiaircraft protection to gunfire support ships of the force and contributed her share of call fire as well. Later, she joined the screen of TG 78.2, one of two escort carrier task groups providing close air support for the troops ashore, until the middle of the first week in May.

After a respite at Manus, *Ammen* departed Seeadler Harbor in mid-May in company again with Rear Admiral Crutchley's Australian and American cruisers and destroyers. The warships steamed to Hollandia, New Guinea, where they took station offshore to cover the invasion force assembled there. After sundown on 16 May, the entire force began the voyage to the Wakde-Sarmi area of northwestern New Guinea. From 17 to 21 May, *Ammen* and her consorts brought their guns to bear on Japanese targets in support of the troops charged with the seizure of the region. On 27 May, the destroyer was off Biak in the Schouten Islands located just to the north of the western end of New Guinea and, due east of the peninsula then known as the Vogelkop. During the amphibious assault at Bosnik on the southeastern coast of Biak, *Ammen*'s guns struck at enemy positions once more. After the initial landings, *Ammen*'s cruiser-destroyer force alternated with Rear Admiral Russell S. Berkey's TF 75 built around *Phoenix* (CL-46), *Nashville* (CL-43), and *Boise* (CL-47) in covering the invasion forces from enemy air and naval interference. *Ammen*'s group fought off several half-hearted air attacks and foiled an attempted reinforcement by destroyers on the night of 8 and 9 June. The destroyer and her colleagues concluded their part in the Biak operation at the end of the third week in June and entered Seeadler Harbor for a week of upkeep.

On 30 June, the warship put to sea in the screen of the bombardment force assigned to the seizure of Noemfoor, an island

located between Biak and the Vogelkop. During the landings on 2 July, *Ammen* drew no gunfire support missions and so, contented herself with antisubmarine and antiaircraft defense patrols against an enemy notable only for his absence. Between the conclusion of her part in the Noemfoor occupation and the Sansapor operation late in July, the destroyer carried out harassment missions against bypassed Japanese garrisons on the New Guinea coast from the base at Aitape. During the last four days of July, *Ammen* participated in the unopposed landings at Cape Sansapor on the northwestern coast of the Vogelkop. After Sansapor, the warship embarked upon a voyage to Sydney, Australia, for an 18-day liberty and upkeep call.

On 26 August, *Ammen* headed back to the combat zone. Steaming by way of Milne Bay, New Guinea, she arrived in Seeadler Harbor, Manus, on 1 September. The destroyer spent the first 10 days of September engaged in drills and upkeep at Manus. On the 11th, she got underway for Morotai and another uncontested landing. The warship spent only two days at Morotai before returning to Seeadler Harbor via Mios Woendi.

Ammen remained at Manus from 29 September until 11 October. On the latter day, she put to sea on a circuitous voyage bound ultimately for the invasion of the Philippines at Leyte. That circuit took her first to the northern coast of New Guinea where—at Humboldt Bay—she became a unit of the screen of the invasion force flagship *Wasatch* (AGC-9). The flagship group weighed anchor on 15 October and laid in a course for Leyte Gulf. The destroyer escorted the command ship into Leyte Gulf in the predawn darkness of 20 October. The preparatory shore bombardment began about 0700 and lasted until just before 0945. At that point the landing craft began their approach to the beaches. Assigned to protect the force flagship, *Ammen* took no part in the festivities but watched dutifully for the intrusion of enemy aircraft and submarines. For the first five days of the Leyte undertaking, she continued to provide antiair and antisubmarine coverage to *Wasatch* and escorted her out to sea during her nightly retirements from San Pedro Bay.

Her duties with respect to the flagship kept *Ammen* out of both the surface actions launched by the Japanese to contest the invasion of Leyte. By the time she was detached to join TG 77.3 on the afternoon of 25 October to guard the eastern entrance to Leyte Gulf, the Japanese had shot their bolt. The forces that had tried to charge through Surigao Strait to the south received a shattering welcome from the battleships, cruisers, and destroyers under Rear Admiral Jesse Oldendorf, and the *Yamato* force that had sneaked through San Bernardino Strait went about to retrace its path in face of the desperate resistance put up off Samar by the escort carriers and, particularly, by the destroyers and destroyer escorts screening them.

Though the major Japanese effort to disrupt the Leyte landings had been foiled, it was not immediately apparent. As a consequence, *Ammen* served with several defensive formations on an ad hoc basis. As already stated, she joined TG 77.3 on the afternoon of 25 October to help guard the eastern entrance to Leyte Gulf. That assignment lasted until the early morning hours of the 27th when she transferred to TG 77.4, the escort carrier group that had been mauled off Samar on the 25th. Soon thereafter, she was assigned more specifically to Task Unit (TU) 77.4.2 built around *Natoma Bay* (CVE-62) and five other escort carriers. *Ammen* served with that outfit until the early morning hours of 29 October when she was reassigned to TG 77.2 inside Leyte Gulf. Later that day, the destroyer resumed duty screening the flagship as an element of TG 77.1.

Rebuffed on the surface, the Japanese resorted to an aerial blitz. *Ammen* spent the first 16 days of November helping to ward off enemy aircraft. On 1 November, a burning Yokosuka P1Y "Frances" twin-engine bomber crashed into the destroyer between her stacks. The plane caromed off the ship into the sea but caused considerable topside damage and inflicted 26 casualties, including five dead. *Ammen*, however, carried on with her duties and claimed a number of hits and two probable kills in the aerial onslaught over the following two weeks. On 16 November, the warship laid in a course for the Admiralty Islands. She entered Seeadler Harbor on 21 November and spent the next nine days preparing for the voyage back to the United States. On 30 November, *Ammen* departed Manus and pointed her bow east toward the United States. After stops at Majuro and Pearl Harbor, she arrived in San Francisco on 21 December.

Repairs to her battle damage carried out at the Mare Island Navy Yard kept *Ammen* out of the Lingayen Gulf operation in

January 1945, and their completion at the beginning of the second week in February came too late for the destroyer to play a part in the mid-February seizure of Iwo Jima. On 9 February 1945, she sailed out of the Golden Gate in company with *Chenango* (CVE-28) and set a course for Pearl Harbor. The two warships reached Oahu on 15 February, and *Ammen* performed training and carrier escort missions in the Hawaiian Islands until the middle of the first week in March. On 4 March, the destroyer departed Pearl Harbor in company with *St. Louis* (CL-49) and her old division mate, *Beale*. The three warships made one stop—at Eniwetok on the 10th for fuel—before arriving at Ulithi Atoll on 13 March. Leaving *St. Louis* at Ulithi, *Ammen* and *Beale* returned to sea on their way back to Leyte. *Ammen* and her colleague reached their destination on St. Patrick's Day 1945 and set about practising for the invasion of the Ryukyu Islands.

On 27 March, she stood out of Leyte Gulf with TF 55, the Southern Attack Force, bound for the assault on Okinawa. The task force arrived off the assault beaches early in the morning of 1 April—Easter Sunday, April Fool's Day, and L-day for the invasion of Okinawa. *Ammen* took up screening station in the transport area while the troops in the transports made final preparations. The first wave rolled ashore just after 0830. *Ammen* spent the first 10 days of April providing antisubmarine and antiaircraft protection for the troop and cargo ships unloading at Okinawa. On the 10th, the destroyer joined TG 51.2 in a voyage to the Marianas, arriving back in the Ryukyus on the 20th.

Her return to Okinawa on 20 April marked the beginning of *Ammen's* service on various of the radar picket stations established in the waters surrounding Okinawa to warn of approaching air raids and to help repulse them. Few tasks in World War II proved more arduous. It consisted of a grueling schedule of duty against fanatical and, more often than not, suicidal Japanese aviators. *Ammen* received her baptism in the Okinawa hail storm that night. After tracking her first bogey on radar picket duty just after midnight on the 21st, she failed to detect a second plane that flew in low and dropped a bomb fairly close aboard on her starboard quarter. The near miss exploded in the water, showering the warship with fragments. In that brief encounter, eight of her crew suffered wounds. *Ammen* remained on station until the evening of the 21st when she was relieved by *Russell* (DD-414). The destroyer proceeded to the Hagushi beaches where she transferred the more serious of her casualties to *Crescent City* (APA-21) before entering Kerama Retto for repairs and replenishment.

Following patrol duty on the 26th and 27th, she took over support ship duties from *Mustin* (DD-413) on radar picket station number 1 north of Okinawa late in the morning of the 28th. That afternoon, an enemy raid—part of the fourth of the 10 major air assaults mounted by the Japanese in the effort to thwart the Okinawa invasion—approached *Ammen* and *Bennion* (DD-662), the ship she was supporting on the radar picket station. A Nakajima Ki 43 "Oscar" single-engine fighter dove on *Ammen* and *Bennion*. Both destroyers opened fire on the intruder but failed to stop him. He crashed *Bennion's* fantail but caused only minor damage.

While snoopers probed the area throughout the night, none approached nearer than three or four miles, and no new attacks developed until the following night. Just before 0200 on the 30th, a group of between six and eight bogies appeared on *Ammen's* radar screen headed directly for her station. The destroyer opened fire about five minutes after the contacts were made. Smart ship handling caused the first two suiciders to overshoot *Ammen* and splash into the sea fairly close aboard to port. *Bennion* suffered additional minor damage when the third kamikaze struck another glancing blow to her fantail. *Ammen* received the attention of the fourth member of the group, but he, too, went into the sea. The two destroyers then combined forces to knock the fifth intruder out of the sky with antiaircraft fire. The sixth bandit went into the sea about three or four miles off to starboard. The final plane in the group fell before the guns of an American night fighter.

Relative quiet returned to her station during the daylight hours of the 30th and the following night. Not long before noon on the 1st, *Ammen*, relieved by *Ingraham* (DD-694), headed for Hagushi anchorage to receive on board a fighter director team along with its equipment. After refueling and replenishing at Kerama Retto, the destroyer headed for radar picket station 9 during the evening of 3 May. She remained on station until the 9th, directing

combat air patrol (CAP) fighters out to meet sporadic raids of one, two, and three planes. Relieved by *William D. Porter* (DD-579) on the morning of 9 May, *Ammen* replenished at Kerama Retto that day and then moved on to Hagushi anchorage on the 10th. While at Hagushi, the destroyer opened fire briefly on the evening of 12 May at a Nakajima Ki. 43 "Oscar" and a Nakajima Ki. 44 "Tojo." Both planes attempted suicide dives on *New Mexico* (BB-40). The "Oscar" overshot the mark, but the "Tojo" struck *New Mexico* amidships.

On 13 May, *Ammen* returned to radar picket duty, relieving *Lowry* (DD-770) as fighter director on station 16 about 50 miles west northwest of the peninsula on Okinawa known as Zampa Misaki. Over the next six days, the destroyer directed her CAP fighters out to meet a number of raids, but she, herself, fought no engagements with enemy aircraft. On the 18th, *Ammen* stood down and headed back to Hagushi. On the 19th, she put into Kerama Retto for repairs alongside *Hamul* (AD-20) until the 22d. After two days back at Hagushi, the destroyer resumed duty with the radar pickets in the afternoon of the 24th.

Her return coincided with the seventh of Japan's 10 *kikusui* attacks on Okinawa shipping. The onslaught had begun the previous evening but had subsided somewhat during the daylight hours of the 24th when *Ammen* resumed duty as a fighter director. Just before 2000, the Japanese renewed their attacks with increasing intensity. The first six raids she detected posed no real threat to *Ammen* and her colleagues at radar picket station 15. The seventh raid closed to within five miles of her station but kept its distance in face of antiaircraft fire from *Ammen's* consorts. From that time until about 0300 on the 25th, aircraft flew back and forth over station 15. The warships assigned there let fly with their antiaircraft batteries whenever enemy planes approached.

Throughout the night of 24 and 25 May no Japanese aviator made a really determined attack on radar picket station 15. In fact, *Ammen's* radar screen remained clear of bogies during the morning watch of 25 May. Half an hour into the forenoon watch, however, things began to warm up. She detected a group of enemy planes approaching from the north about 40 miles distant. The destroyer dispatched her CAP fighters to meet the enemy, and they bagged two Nakajima Ki. 44 "Tojo" Army fighters and two Kawasaki Ki. 61 "Tony" Army fighters. Unfortunately a fifth plane—another "Tojo"—slipped through and, a little after 0900, began a suicide dive, apparently at *Ammen*. The destroyer opened fire, but the kamikaze maintained his course and gathered speed. Instead of striking *Ammen*, though, he passed along her length and did a wingover into *Stormes* (DD-780) crashing her after torpedo mount. Though battered, *Stormes* remained afloat and, after repairs, continued in active service for almost three decades.

Relative peace returned to radar picket station 15 that night and continued until early on the 27th when the Japanese launched their eighth *kikusui* attack—the last in which 100 or more planes were involved. Attacks on other stations began as early as the end of the morning watch. *Ammen* made no contact with the enemy until about 1730 when she detected an enemy formation approaching Okinawa from the north. No bogies closed her station until after 2000 hours; but, between 2030 and 0200, she and *Boyd* (DD-544) fought off eight coordinated air attacks and sustained no damage in the effort. By 0330, the radar screen showed the skies to be clear of bogies within an eight-mile radius of *Ammen*. Forty minutes later, the destroyer headed via Hagushi anchorage to Kerama Retto to refuel and replenish.

Ammen served on radar picket duty for another four weeks. During that time Japanese air activity began to diminish rapidly. The enemy made two more *kikusui* efforts, both mere shadows of the murderous affairs of April and May but still lethal nonetheless. Enemy planes still ventured within range of her guns and fell victim to them. Efficient American air power directed by radar picket destroyers such as *Ammen*, however, generally caught them and knocked them out of the air at some distance from the ships around Okinawa. The warship completed her last tour of duty as a radar picket on 23 June. After taking on fuel at Kerama Retto the following morning, she put to sea in company with several other destroyers on their way to Leyte in the Philippines.

Ammen arrived at Leyte on 27 June and began a fortnight of recreation and upkeep. On 13 July, she got underway from Leyte with TF 95, built around *Guam* (CB-2). Her task force arrived at Okinawa on 16 July but returned to sea that same day to conduct

a surface antishipping sweep of the East China Sea. Following a detour to avoid a typhoon, *Ammen* and her colleagues began their sweep on 22 July. Unfortunately, they encountered no targets of any consequence and returned to Buckner Bay, Okinawa, on the morning of 24 July. The destroyer participated in two more similarly futile antishipping sweeps of the East China Sea during the last days of July and the first week in August.

Following the cessation of hostilities in mid-August, *Ammen* operated in the Ryukyu Islands until the end of the first week in September. On 7 September, she departed Okinawa on her way to Japan proper, arriving at Nagasaki on the 15th. Six days later, she moved to Sasebo. *Ammen* served in Japanese waters until 17 November when she embarked upon the voyage back to the United States. Steaming by way of Midway, Pearl Harbor, San Diego, and the Panama Canal, the warship arrived in Charleston, S.C., two days before Christmas 1945. After completing inactivation overhaul, *Ammen* was placed out of commission on 15 April 1946 and was berthed with the Charleston Group, Atlantic Reserve Fleet.

The outbreak of war in Korea in the summer of 1950 and American support for South Korea in that conflict compelled the Navy to expand its active fleet. Preparations for *Ammen*'s reactivation began late in 1950, and she was recommissioned at Charleston, S.C., on 5 April 1951, Comdr. Ralph P. Desmond in command. Though officially deemed to be active, the destroyer required three additional months of reconditioning before putting to sea. After refresher training out of Guantanamo Bay, Cuba, in July and August, *Ammen* returned to Charleston in September for a modernization overhaul that lasted until the spring of 1952. Following refresher training in the West Indies, the warship reported for duty with the Atlantic Fleet as an element of Destroyer Division (DesDiv) 182 based at Newport, R.I.

On 26 August 1952, *Ammen* stood out of Newport bound for her first tour of duty in European waters. She cruised in the Mediterranean Sea with the 6th Fleet until early 1953, participating in various training operations and showing the flag in ports on the European, North African, and middle eastern coasts of the Mediterranean. The destroyer returned to Newport in February 1953 and operated with the 2d Fleet until August. On 10 August 1953, she departed Boston for the Far East. The warship served with the 7th Fleet, frequently in waters adjacent to the Korean peninsula, through the end of the year. *Ammen* concluded her tour of duty in the Orient on 14 January 1954. Making the westward voyage by way of the Indian Ocean and the Suez Canal, she arrived in Newport on 10 March. In April, the warship entered the Philadelphia Naval Shipyard for regular overhaul. She completed repairs early that summer and then conducted refresher training in the West Indies in August and September.

That fall, Destroyer Squadron (DesRon) 18 was reassigned to the Pacific Fleet. Accordingly, on 30 November 1954, *Ammen* got underway from Newport in company with her squadron mates to make the transit to San Diego. Upon reporting to the Commander in Chief, Pacific Fleet, after navigating the Panama Canal, DesRon 18 became DesRon 21. In January 1955 the destroyer embarked upon another assignment with the 7th Fleet in the western Pacific. During that assignment, she supported the evacuation of Nationalist Chinese from the Tachen Islands then under pressure from communist forces on the nearby mainland. Before completing that deployment, *Ammen* also served on the Taiwan Strait patrol.

After her return to San Diego on 19 June 1955, the warship took up normal 1st Fleet operations, conducting type training and participating in fleet exercises in the eastern Pacific. That employment occupied her through January 1956. On 7 February of that year, *Ammen* left San Diego again on her way to the Far East. That deployment lasted until late July when she headed back to the west coast of the United States. The destroyer reached San Diego on 11 August and, on the 30th, began a three-month overhaul at the Mare Island Naval Shipyard near San Francisco. She returned to San Diego and to active service on 7 December.

On 16 April 1957, *Ammen* stood out of San Diego bound for another tour of duty with the 7th Fleet in the Far East. En route, she took quite a detour, steaming via Suva in the Fiji Islands to Melbourne, Australia, to participate in the celebration of the 15th anniversary of the Allied victory in the Battle of the Coral Sea. After the commemoration, *Ammen* headed north via

Manus in the Admiralty Islands and Guam to Yokosuka where she arrived on 1 June. A little less than four months later she concluded her assignment with the 7th Fleet and stood out of Yokosuka on 29 September to return to the United States.

Ammen arrived back in San Diego on 14 October and, after post-deployment standdown, resumed normal 1st Fleet operations along the California coast. She remained so occupied until late June 1958. On the 25th, the destroyer got underway again for the western Pacific. She arrived in Yokosuka on 13 July to begin five months of duty with the 7th Fleet. In a deployment plagued by engineering casualties, *Ammen* still managed extended service at sea with the fast carriers of TF 77 and on the Taiwan Strait patrol. On 6 December, she departed Yokosuka to return to San Diego. *Ammen* steamed into San Diego on 18 December and remained there exactly 10 weeks completing the usual post-deployment and holiday leave and upkeep period and preparing for regular overhaul.

At the end of February 1959, the destroyer began her overhaul at San Francisco. Repairs complete, she resumed active duty late in June. In mid-August, *Ammen* departed San Diego for operations between Pearl Harbor and Guam. At the end of September, she returned briefly to the California coast at Long Beach. Early in October, the destroyer embarked upon the final western Pacific deployment of her career. She returned to the west coast from that tour of duty early in 1960. Later that spring the warship began preparations for inactivation. On 19 July 1960, while making the transit between Seal Beach and San Diego for decommissioning, *Ammen* was struck by *Collett* (DD-750). The collision killed 11 *Ammen* sailors and injured 20 others. She was initially towed into Long Beach and, later, from there to San Diego where she was decommissioned on 15 September 1960. *Ammen*'s name was struck from the Navy list on 1 October 1960, and she was sold to the National Metal & Steel Corp. on 20 April 1961 for scrapping.

Ammen (DD-527) earned eight battle stars during World War II.

Ammonoosuc

A river that rises in New Hampshire's White Mountains and meanders in a generally western and southwestern direction until joining the Connecticut River at Woodsville. The term *ammonoosuc* itself is an Indian word roughly translated as a "stony place for fishing."

(ScFr: dp. 3,850; l. 335'; b. 44'4"; dph. 16'6"; dr. 10'6"; s. 17.11 k.; a. 10 9" sb., 3 60-pdr. r., 2 24-pdr. sb.; cl. *Ammonoosuc*)

Ammonoosuc was laid down by the Boston Navy Yard sometime during the first half of 1863 and was launched, apparently without ceremony, on 21 July 1864.

From the outbreak of the Civil War, the Lincoln Administration seemed to feel that the British Government's sympathies lay with the Confederacy. The *Trent* Affair further strained American-British relations, and the terrible toll exacted from Union shipping by commerce-raiding Confederate cruisers built in England forced the Union Navy to make contingency plans for what appeared to be an increasingly likely war with England.

With the Royal Navy in many respects considerably more powerful than its American counterpart, the United States Navy decided that—should open hostilities with Queen Victoria's empire break out—it would adopt its traditional strategy of preying on British merchant shipping. To prepare for such an eventually, the Federal Navy Department embarked upon a program of developing very fast seagoing steamships capable of overtaking all ships they might pursue and of escaping from any they might wish to elude.

Ammonoosuc was one of these steamers. Her hull was designed by Benjamin Franklin Delano to hold a pair of extremely powerful engines to be built at New York by the Morgan Iron Works according to plans drawn by Benjamin Franklin Isherwood for the screw frigate *Wampanoag*. These engines were not ready when *Ammonoosuc* was launched and the collapse of the Confederacy prompted a significant slowdown on the work as that all but eliminated the Navy's need for fast, new warships. The en-

gines were finally finished late in 1867, and *Ammonoosuc's* hull was towed to New York so that they might be installed.

By late in the spring of 1868, the ship was finally ready to go to sea under her own power and—under the command of Comdr. William D. Whiting—departed New York on 15 June for a run to Boston at full speed. Dense fog over much of her course prevented her from proceeding at top velocity during most of the passage, but during one three-hour period she averaged 17.11 knots while moving from Cape Cod to Fort Warren, the highest sustained speed ever attained by a ship up to that time.

Nevertheless, since an unusually large proportion of the space within her hull was taken up by her powerful engines and related machinery, the ship was not commissioned. Instead, she was laid up in the Boston Navy Yard. While there, *Ammonoosuc* was renamed *Iowa* on 15 May 1869. She was sold at Boston on 27 September 1883 to the firm of Hubel and Porter, of Syracuse, N.Y.

On 7 February 1919, the name *Ammonoosuc* was apparently assigned to the then-building Fleet Tug No. 21—laid down on 16 July 1918 at Buffalo, N.Y., by the Ferguson Steel and Iron Works—although it is not clear by what means this was done. No record of an order officially assigning that name to the ship has been found. However, General Order No. 453 of 24 February 1919 assigned the name *Bagaduce* (*q v*), thus constituting a renaming.

Ammonusuc

An erroneous spelling of *Ammonoosuc*.

(AOG-23: dp. 2,270; l. 220'6"; b. 37'; dr. 13'1"; s. 10.0 k.; cpl 62; a. 1 3", 2 40mm., 3 20mm.; cl *Mettawee*; T. T1-M-A2)

Ammonusuc (AOG-23) was laid down under a Maritime Commission contract (MC hull 1520) on 23 November 1943 at Bayonne, N.J., by the East Coast Shipyard, Inc.; launched on 25 March 1944; sponsored by Miss Helen T. Clark; acquired by the Navy on a loan charter basis on 18 May 1944; and commissioned on 19 May 1944, Lt. (jg.) Lester F. Baker, USCG, in command.

The new gasoline tanker was fitted out at the New York Navy Yard, Brooklyn, N.Y., and sailed on 11 August for Norfolk, Va., where she underwent a period of availability. The vessel returned to New York City on 5 September to take on a cargo of aviation gasoline and diesel oil and got underway in a convoy bound for Guantanamo Bay, Cuba. The ships weathered a hurricane before reaching Cuban waters safely on 17 September. Four days later, the tanker headed for the Canal Zone; and she reached Coco Solo on the 25th. After discharging her cargo, she transited the Panama Canal and reported for duty to Squadron 8, Service Force, Pacific Fleet. She sailed for San Diego, Calif., and arrived at that port on 12 October. After minor voyage repairs, the tanker shaped a course for Hawaii.

Ammonusuc arrived at Pearl Harbor on 6 November and, shortly thereafter, made a voyage to Johnston Island to carry several thousand barrels of aviation gasoline to facilities ashore there. She unloaded the cargo at Johnston Island and then returned to Hawaii in December. On the last day of 1944, the tanker sailed in a convoy for the Mariana Islands. Following stops at Kwajalein and Eniwetok, the tanker reached Saipan on 11 February 1945. During the next seven months, she shuttled between Saipan and Iwo Jima delivering fuel oil and aviation gasoline in support of Army Air Force operations on that island.

Following the end of the fighting in mid-August, *Ammonusuc* carried medical supplies and other stores to working parties at Chichi Jima. She arrived back at Saipan on 8 January 1946. After repair work, she got underway for the west coast of the United States and reached San Francisco, Calif., on 8 March. The vessel then entered the shipyard at Colbert Boat Works, Stockton, Calif., for further repairs. Upon the completion of dock trials, she departed San Francisco Bay on 17 April in a convoy bound for the Canal Zone.

Ammonusuc arrived at Balboa on 5 May, retransited the Panama Canal, and steamed independently toward New Orleans, La. She reached that port on 14 May and transferred her ammunition and stores ashore to the naval ammunition depot. After a period of final preparations, *Ammonusuc* was decommissioned at New Orleans on 4 June 1946, and her name was struck from

the Navy list on 23 April 1947. The ship was transferred to the Maritime Commission on 9 March 1948, was sold later that same year, and was refitted for service as a merchant vessel.

Ampere

A unit of measure for the strength of an electric current. The ampere is named for Andre Marie Ampere who established the relationship between electricity and magnetism.

(YDG-11: dp. 625; l. 184'9"; b. 33'0"; dr. 9'0"; s. 14 k.; cpl 68; a. 1 3")

Drake (AM-359)—an *Admirable*-class minesweeper—was laid down on 24 November 1943 at Portland, Oreg., by the Willamette Iron & Steel Corp. and launched on 12 August 1944. On 20 April 1945, her name was cancelled, and she was redesignated a degaussing vessel, *YDG-11*. The ship was placed in service on 15 August 1945, the day after Japan capitulated.

Due to the cessation of hostilities, *YDG-11* saw little or no active service before being berthed with the Pacific Reserve Fleet at San Diego, Calif. She was retained on an inactive, in service, status until the winter of 1946 and 1947 when she was placed out of service, in reserve. On 1 November 1947, she was redesignated *ADG-11*. The ship remained inactive until July 1951 when she was again placed in service. Assigned to the Far East, *ADG-11* was based at Yokosuka, Japan, until sometime in 1954. After that, her home port was Sasebo, Japan. On 1 February 1955, she was named *Ampere*. The ship was placed out of service in February 1957. She remained in reserve in the Far East until the summer of 1961 when the decision was made to dispose of her. Her name was struck from the Navy list on 1 July 1961, and she was sold on 21 June 1962 to the Philippine President Lines, of Manila.

Amphetrile

Amphetrile was an erroneous rendering of *Amphitheatre* (*q v*).

Amphion

In Greek mythology—a son of Zeus and Antiope—joined his twin brother, Zethus, in capturing Thebes. They then fortified the city by the labor-saving and melodious—not to mention novel—method of charming the stones into place with a lyre.

I

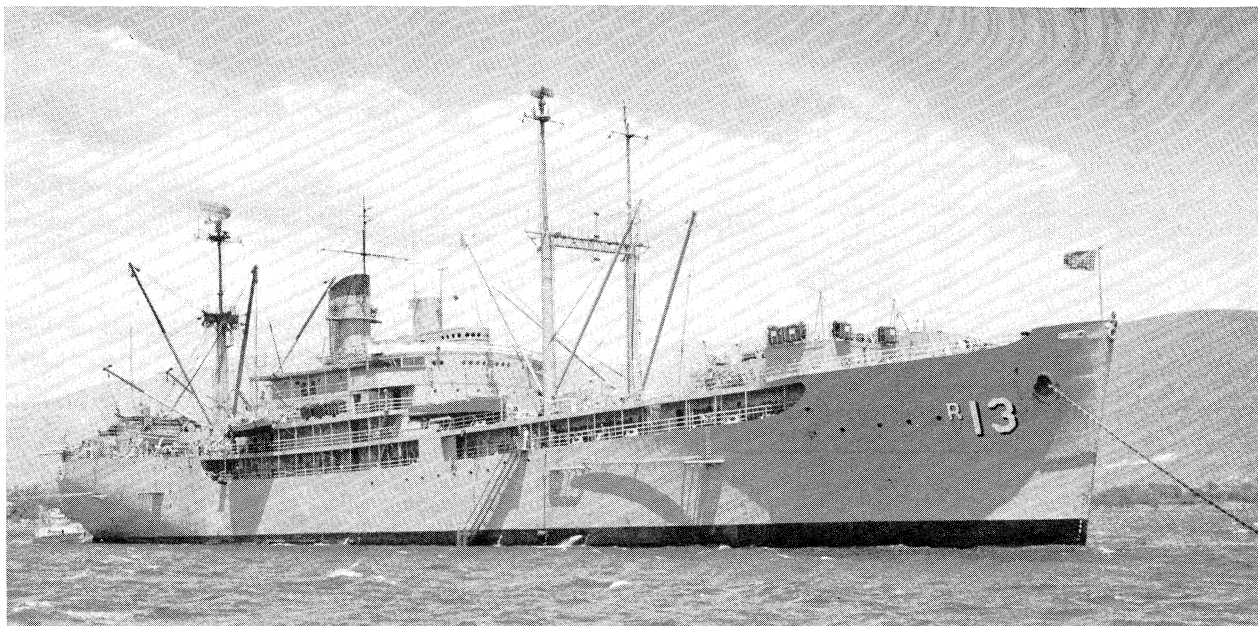
(ScStr: dp. 18,000 l. 447'0"; b. 54 3'; dr. 30' (aft); s. 12 k.; cpl 85; a. none)

The twin-screw, steel-hulled passenger and cargo steamer *Köln* was built during 1898 and 1899 at Geestemunde, Germany, by the *J C Tecklenborg Aktiengesellschaft* for the North German Lloyd steamship line, and operated by the latter firm into 1914. Interned in American waters at the start of World War I, she was seized at Boston upon the entrance of the United States into hostilities on 6 April 1917. Renamed *Amphion*, she operated as an American Army transport through the end of the war, carrying troops to Europe.

Transferred to the Navy's Cruiser Transport Force in the spring of 1919, *Amphion* was given the identification number (Id. No.) 1888 and was commissioned on 12 April 1919 at Hoboken, N.J., Lt. Comdr. David R. Fleming, USNR, in command. Between 21 May and 3 September 1919, *Amphion* journeyed thrice to France—twice to St. Nazaire and once to Brest—bringing home 6,410 American troops. Decommissioned at Brooklyn, N.Y., on 27 September 1919, *Amphion* was turned over to the United States Shipping Board (USSB) for disposition; and her name was simultaneously stricken from the Naval list. In January 1924, she was sold by the USSB for scrapping.

II

(AR-13: dp. 17,600 (f.); l. 492'; b. 69'6"; dr. 26'6" (max.); s. 16.5 k.; cpl. 921; a. 2 5", 8 40mm., 22 20mm.; cl *Amphion*)



Amphion (AR-13), at anchor in Caribbean waters, circa 1960. (NH 96656)

The second *Amphion* (AR-13) was laid down on 20 September 1944 at Tampa, Fla., by the Tampa Shipbuilding Co., Inc.; launched on 15 May 1945; sponsored by Mrs. Howard D. Orem, the wife of Capt. Howard D. Orem, the aide and flag secretary to Admiral Ernest J. King; and commissioned at her builder's yard on 30 January 1946, Capt. Noble W. Abrahams in command.

Designed and built to carry out a primary mission of making emergency and routine repairs to ships of the fleet during periods of technical availability, *Amphion* was equipped with a wide variety of repair shops: shipfitter, carpentry, pipe and copper, sheet metal, welding, canvas, watch, optical, foundry—in short, facilities that employed skilled artificers capable of repairing hardware from precision watches to heavy machinery and hulls. “These shops are limited in what they can do,” boasts an early history of *Amphion*, “only by the size of their equipment.” Her modern engineering plant could generate enough electricity for not only herself but ships moored alongside undergoing repairs. Her distilling plant could produce water for herself and for other vessels.

Following shakedown in the Chesapeake Bay area and availability at her builder's yard, *Amphion* joined the Atlantic Fleet's service force and was homeported at Norfolk, Va. Operating at and out of Norfolk and Newport, R.I., for the first decade of her service, she provided her vital repair services principally on the east coast of the United States. She also deployed to Bermuda on occasion, as well as to bases in Newfoundland and the Caribbean, carrying out port visits to such places as Ciudad Trujillo, the Dominican Republic; San Juan, Puerto Rico; and St. Thomas, Virgin Islands.

During the summers of 1957 and 1958 *Amphion* deployed to the Mediterranean, servicing ships of the 6th Fleet and visiting ports in France, Greece, Crete, Sicily, and the Balearic Islands. Through the 1960s she operated along the Atlantic coast of the United States. In 1965, she supported naval contingency operations off the Dominican Republic; and, in 1968, she visited ports in Scotland and England.

Amphion departed Norfolk for the last time under the stars and stripes on 18 August 1971. After visiting Recife, Brazil (29 to 31 August), and Mombasa, Kenya (18 to 22 September), the repair ship reached her destination, Bandar Abbas, Iran, on 28 September. Decommissioned on 2 October 1971, *Amphion* was turned over to the Imperial Iranian Navy on that day. Renamed *Chah Bahar* to honor an Iranian port on the Gulf of Oman, the ship was first commanded in Iranian service by Lt. Comdr. Arabshahi and based at Bandar Abbas. Purchased outright on 1

March 1977, *Amphion*'s name was stricken from the Navy list. *Chah Bahar* remained in service with the Iranian Navy into 1985.

Amphitheatre

(Sch: a. carronades and swivels)

The schooner *Experiment* captured the schooner *Amphitheatre* on 4 February 1800 off the western end of the island of Hispaniola (i.e. near present-day Haiti). The prize—also known variously as *Amphetrile*, *Amphitheater*, and *Amphitrite*—was apparently a neutral vessel engaged in what the American consul general at Santo Domingo, Mr. Edward Stevens, called “. . . an illicit Trade . . .” a reference to commerce with those portions of the island under the control of André Rigaud, a rival to Toussaint L'Ouverture whom the United States regarded as the leader of the *de facto* government of what became known as Haiti. The isolation of that French colony, a result of France's preoccupation with survival during the Wars of the French Revolution, and the attendant political and social instability had spawned a slave rebellion. After the overthrow of French authority, the revolt disintegrated into several factions, and civil war ensued. The resulting political chaos offered rich opportunities to privateers operating with commissions of dubious legality.

Taken as a prize in the Navy's campaign to protect American mercantile shipping from those enterprising individuals, *Amphitheatre* helped the Navy to prosecute that campaign during the brief term of her career. Though not condemned formally by a prize court at that time, she was armed and taken into service as a tender to the squadron flagship *Constitution*. Lt. David Porter, father of Admiral David Dixon Porter and guardian to Admiral David Glasgow Farragut, received the appointment to command the schooner. Her duty as a tender to *Constitution* lasted for about five months. During that time, she served to extend the frigate's power into shallow water areas where the larger warship could not go.

In the course of her brief service with the United States Navy, *Amphitheatre* even managed to capture a prize of her own. On 9 May 1800, while extending *Constitution*'s reach into a small bay in the lee of Cape François, Haiti, she spied a suspicious aggregation of vessels composed of a brig, a schooner, and a barge. Reinforced by a party of marines and four boats from *Constitution*, *Amphitheatre* moved in on them, and a running fight ensued.

The schooner ran ashore, and her crew abandoned her, while the barge made good its escape. The brig turned out to be the American merchant ship *Nymph* out of Newburyport captured recently by the beached schooner, the three-gun French privateer *Esther*. *Amphitheatre* returned to *Constitution* with her French prize and the restored American merchantman.

Amphitheatre served with *Constitution* until late in June. On the 25th, she parted company with the frigate and set a course for Philadelphia, Pa. The schooner reached her destination on 22 July 1800. Brought before a prize court, she was condemned as a lawful prize and sold at auction on 19 August 1800 for \$1,550.00. Though she was libelled, condemned, and sold at auction, *Amphitheatre*'s neutral character and the impropriety of her capture were borne out in 1802 when the circuit court of Pennsylvania awarded a judgement of \$7,040.55 in damages against the United States Government to her owner, a Mr. Paolo Paoly.

Amphitrite

In Greek mythology, *Amphitrite* was the wife of Neptune and the daughter of Oceanus.

Amphitrite was an erroneous rendering of the name *Amphitheatre* (q.v.).

I

Tonawanda (q.v.), a double-turreted monitor commissioned just after the end of the Civil War, was renamed *Amphitrite* on 15 June 1889.

II

(Mon. dp. 3,990; l. 262'9"; b. 55'10"; dr. 14'6"; s. 10.5 k.; cpl. 171; a. 4 10", 2 4", 2 6-pdrs., 2 3-pdrs., 2 37mm. Hotchkiss, 7 1-pdrs., 1 Colt mg.; cl. *Amphitrite*)

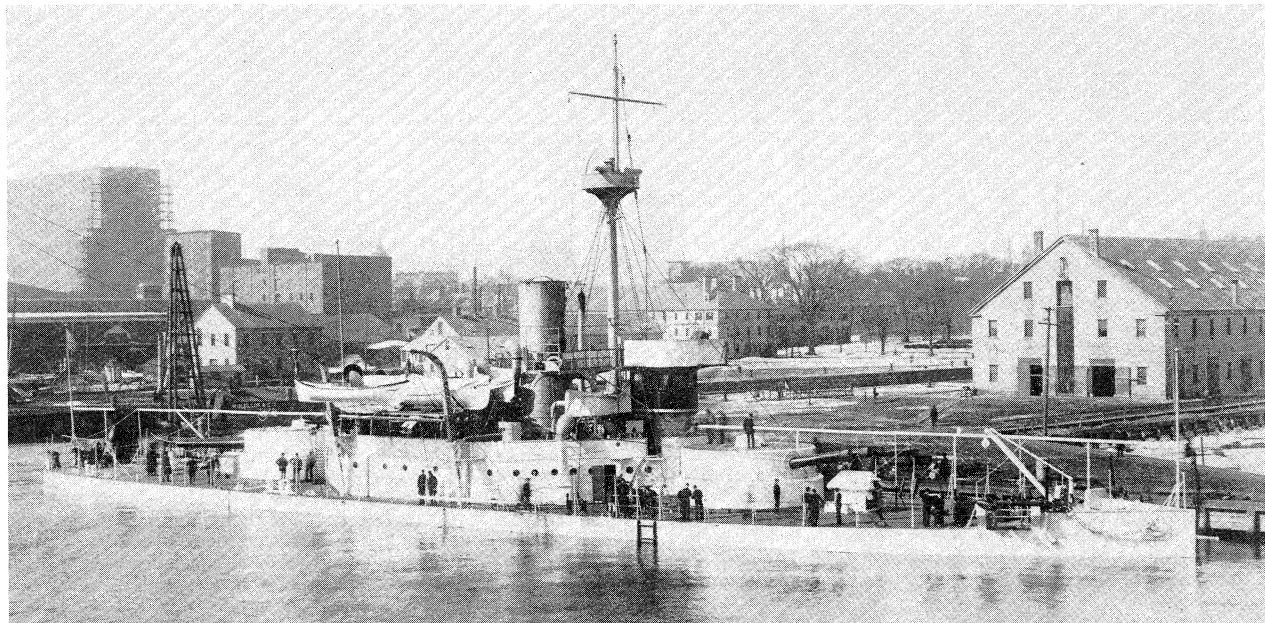
The second *Amphitrite*—an iron-hulled, twin-screw coastal defense monitor—was laid down in 1874 at Wilmington, Del., by the Harlan and Hollingsworth yard; launched on 7 June 1883; sponsored by Miss Nellie Benson, the daughter of a Harlan and Hollingsworth official; and commissioned at the Norfolk Navy Yard, Portsmouth, Va., on 23 April 1895, Capt. William C. Wise in command.

During the course of the late spring and summer, the monitor, assigned to the North Atlantic Squadron, visited eastern seaboard ports: Savannah, Ga. (17 to 23 May 1895), Port Royal, S.C., (23 May to 8 June), Brunswick, Ga. (23 to 28 July), Southport, N.C., (2 to 10 August) and a return visit to Port Royal (12 to 20 August), interspersing these port visits with operations out of Hampton Roads and Chesapeake Bay. Early in the course of this period of operations, the combination of defects in the design of monitors in general (inadequate ventilation for engine room forces, particularly) and the summer heat produced hellish conditions on board *Amphitrite*, in some cases actually felling members of the "black gang" who had to carry out their tasks in the ship's engine and fire rooms.

Following post-shakedown repairs and alterations at Norfolk, *Amphitrite* sailed on 20 November 1895 for Annapolis, Md., arriving there on the following day. Dropping down to the York River and Lynnhaven Bay soon thereafter, the monitor conducted target practice at Hampton Roads before returning to Norfolk. She then proceeded south from Norfolk on 13 December 1895 for the lower eastern seaboard. She visited Charleston en route, and reached Key West on 9 January 1896. She remained at Key West, drilling naval militia, for six months, departing the Florida port on 10 June for a succession of ports, Brunswick, Savannah, and Southport, ultimately arriving back at Norfolk on 29 June. She served on naval militia instruction at Norfolk until 9 July, when she accompanied the Atlantic Squadron on drills off Tolchester Beach, Md. She spent the next several months operating between Norfolk, Charleston, and Tompkinsville, Staten Island, into early May of 1897. While operating out of Charleston between February and April 1897, she conducted underway training on the average of three days per month.

Detached from the Atlantic Squadron on 7 May 1897, *Amphitrite* served as a training ship for the instruction of gun captains. As such, she was apparently placed in ordinary at Norfolk, since she was not recommissioned until 2 October 1897, with Capt. Charles J. Barclay in command. The men she placed in service soon proved to be invaluable in the war with Spain. Some 45 trained gun captains "who had received exact training fit to match the modern gun," gave a "good account of themselves" in action against Spanish ships. Clearing Hampton Roads on 5 October, the monitor visited New Bedford, Mass., from 7 to 23 October, and Tompkinsville from 24 October to 12 November, before she returned south, to Lambert's Point, Virginia, arriving on 14 November.

Clearing Hampton Roads on 16 November, *Amphitrite* reached Port Royal on 19 November, and remained there for over a



Amphitrite at the Boston Navy Yard, sometime during the 1890's. (NH 58949)

month. After visiting Charleston from 23 December 1897 to 1 January 1898, she then returned to Port Royal, remaining there for over three months.

In February 1898, tensions between the United States and Spain served as the backdrop for the explosion, in Havana Harbor, of the battleship *Maine*. As the United States and Spain moved toward war, a flurry of orders began deploying the Navy to be ready for hostilities. *Amphitrite* sailed from Port Royal on 5 April, and arrived at Key West on the 8th. She remained there until the 22d, before she operated from that place from 22 to 27 April. She was at sea when the United States declared war on Spain.

On 1 May, *Amphitrite* and her sister ship *Terror* departed Key West, and shortly thereafter joined Admiral William T. Sampson's fleet on the way east from its cruise off the coast of Cuba in search of Admiral Cervera's squadron. Owing to the fact that the monitors could not carry large amounts of coal, Sampson directed that the monitors be towed by the heavier ships. *Iowa* drew *Amphitrite*, a task recalled with little affection by the former's commanding officer, Capt. Robley D. Evans, in his autobiography: "When we reached the rendezvous, late in the evening, we found there, among other ships, two monitors—the *Terror* and the *Amphitrite*. . . I was directed to tow the *Amphitrite* with the *Iowa*. The sea was very smooth, and we were soon pulling her along at nine knots, but before the job was finished I wished I had never seen a monitor. When once out from the protection of the shoals the sea began to rise, and soon everything in the way of towlines had been parted, and it was only when we slowed down to seven knots or less that we could make anything hold. We found ourselves in the open sea looking for an enemy who could steam at the speed of sixteen to eighteen knots while we could barely maintain seven. The prospect of catching him was not very bright. However, we were doing our best with the tools the Government had given us to work with. . . . After "many vexatious delays," Evans writes, the American ships arrived off their destination, San Juan, Puerto Rico, on the afternoon of the 11th.

On the morning of 12 May, *Amphitrite* was assigned to the 1st division, and steamed sixth in column as Sampson's ships stood toward San Juan. The admiral had seen that there were no Spanish ships in harbor—the object of his cruise—but decided to attack the defenses of the port, to "develop their defenses and strength" and then turn to the westward to continue the hunt. Beneath fair skies, the American ships stood through the long swells toward their objective.

Calling "all hands" at 0400 to complete preparations for action, the ships went to general quarters an hour later. *Iowa* began the action at 0516 with her forward 6-pounders. For two and a half hours, the ships bombarded the Spanish positions at San Juan. *Amphitrite* hurled 17 10-inch shells shoreward, as well as 30 4-inch shells, 30 3-pounders and 22 6-pounders in the course of the action. The blast from the ship's 10-inch guns destroyed the gig and railings on the superstructure, and other items of minor damage which did not "destroy in any degree the efficiency of the vessel." The chronic bugbear of the ship, poor ventilation, afflicted the ship in the course of the action, when a gunner's mate on duty in the after turret died from the heat. *Amphitrite's* Capt. Barclay commented on the lamentable conditions in his after-action report, pointing out that when the ship was closed up at action stations, the "utter lack of ventilation below . . ." produced "heat so intense as to render it almost impossible for men stationed there to remain at their posts."

Toward the end of the action, *Amphitrite* lost the services of half of her main battery, when an armored hose on the exhaust pipe of the after turret burst, disabling it "at a moment when it could have rendered very efficient service." The monitor had sent the signal to the flagship that her after turret had been disabled, at 1912; at 1945 *Iowa* sounded "secure."

Sampson's fleet then formed column to the northwest and retired. *Amphitrite* returned to Key West, her base of operations, on 19 May, and remained there until the 24th. Over the next two and a half months, *Amphitrite* operated out of Key West on blockade duty, expanding her area of operations to include waters off Cape Haitien, Haiti, in late July, shortly before she shifted to Cape San Juan, Puerto Rico, on 2 August for a stay of over two weeks' duration.

At 1900 on 6 August 1898, a party of officers and men under Ens. K. M. Bennett left the ship to reoccupy the lighthouse at Cape San Juan. About an hour before midnight on the 8th, a

large Spanish force attacked the lighthouse, but the Americans drove them off.

A relief party from *Amphitrite* landed on the morning of the 9th; 60 women and children were then sent out to the tug *Leyden*. Atwater then closed the lighthouse and left the flag flying, and returned to the ship.

Amphitrite departed Cape San Juan on 18 August for Guanica, Puerto Rico, arriving the following day, and lingered there until 31 August, on which day she sailed for Mole St. Nicholas, Haiti. Proceeding thence to Hampton Roads, she arrived there on 20 September. Departing that port six days later, *Amphitrite* moved up to Boston, where she remained from 29 September 1898 to 25 February 1899.

For the next few months, *Amphitrite* operated off the eastern seaboard of the United States, off Sandy Hook, out of Hampton Roads, and out of Port Royal before she returned to Hampton Roads from 21 to 30 May 1899 for gunnery instruction. She subsequently visited Philadelphia, Newport, R. I., and New Bedford.

Owing to her light draft and steady platform, *Amphitrite* was deemed well adapted for gunnery work, and received on board two classes a year consisting of 60 men. From 1 July to 4 October 1899, the monitor carried out gunnery instruction out of New Bedford, and on 12 October sailed for the New York Navy Yard for necessary repairs. Upon completion of this yard period, *Amphitrite* sailed for Port Royal on 3 December, stopping en route at Norfolk for coal and ammunition. Arriving at her destination on 9 December, she commenced her gunnery training course nine days later. On 17 January 1900, the tug *Chickasaw* was turned over to *Amphitrite* and fitted with a battery of one 6-pounder and one one-pounder; for the remainder of the course, the tug proved a valuable adjunct to the monitor, serving as an "economical, handy, and effective moving platform" for moving subcaliber practice. *Amphitrite* completed her work at Port Royal on 19 April and proceeded north, accompanied by *Chickasaw*, stopping at Norfolk en route, and reached Tompkinsville on 9 May, proceeding thence to New Bedford, arriving there on 14 June. The tug *Osceola* subsequently replaced *Chickasaw* as *Amphitrite's* tender, joining the monitor off New Bedford on 25 June 1900.

Amphitrite carried out her gunnery training until departing New Bedford on 5 October for the Boston Navy Yard, where she underwent repairs from 7 October to 14 November. Receiving drafts of men for gunnery class at Tompkinsville and Norfolk, the monitor proceeded back to Port Royal, arriving there on 29 November. Outside of a brief port visit to Brunswick, Ga., between 28 January and 6 February 1901, *Amphitrite* remained at Port Royal until 10 May, when she sailed for Norfolk and Tompkinsville, arriving at the latter on 3 June, en route back to her ultimate destination of New Bedford. *Amphitrite* continued the important work of training gun captains through the summer and into the fall. Deemed in need of a general overhaul, *Amphitrite* was placed out of commission at the Boston Navy Yard on 30 November 1901.

Recommissioned at Boston on 1 December 1902, Lt. Comdr. Edwin H. Tellman in command, *Amphitrite* was ordered to the Naval Training Station at Newport, for duty, on 10 January 1903. She served there until early in 1904, when she was sent to Guantanamo Bay, Cuba, for duty as station ship. She performed this duty until detached on 19 June 1907, and was placed out of commission at League Island (Philadelphia) on 3 August 1907.

Placed in commission, in reserve, on 14 June 1910, *Amphitrite* was assigned to duty, training reservists, at St. Louis, Missouri, under the command of Chief Boatswain Patrick Shanahan, a duty she performed until assigned to training reservists at New Orleans, La., on 12 May 1912. Detached from this duty four years later, on 12 May 1916, the ship then proceeded to New Haven, Conn., for assignment with the naval militia of the state of Connecticut.

Amphitrite cleared Bridgeport, Conn., on 2 February 1917 for repairs and alterations at the New York Navy Yard, arriving the following day. On 17 February, the ship departed the yard and stood down river to the Narrows, near Rosebank, Staten Island, N. Y., for work on the submarine net in company with three tugs, *Hudson*, *W. J. Conaway*, and *Lizzie D.*, and Navy lighters *Victor*, *Transport*, and the tug *S. W. Holbrook*. Later, in company with *M. M. Millard*, *George T. Kirkham*, and *John Nichols*, she continued her work laying the net off Rosebank.

After further repairs at the Navy Yard from 2 to 17 March,